

At best, this plan of superstructure is defective, and without doubt will, every where, grow into disuse, as soon as its defects are made apparent by time, or greater ability exists with rail road companies to alter it by the substitution of a heavy edge rail. The experience and practice of rail road corporations in England and on the continent, should in this respect at least, teach us salutary lessons. A rapid increase in the weight of rails has there been found expedient, if not necessary; so much so, that at the time the rail which has been adopted for your road was devised, and which weighs 60lbs. per yard, it was heavier than any which had been ordered for rail roads in England—whereas at this present time, the weight of rails there, for all new roads, is as great. Some of the most eminent engineers of that country have adopted rails of 65, 70, and even 80lbs. per yard, where heavy engines and great burthens are to be transported.

To render the capacity for transportation on the old road to Timonium, as great as the part now under construction to York; it is requisite that the abrupt curvatures should be greatly modified, and the heavy edge rail substituted for the flat bar and wooden string piece, which requires at this time a total renewal; accordingly a new location has been made, embracing as far as practicable the favorable portions of the old road, but reducing all its curves to 1000 feet radius, saving one of 800 feet. By the present line, this part of the road will be as perfect as any equal number of consecutive miles of the new line from Timonium to York.

The distance from the city to Timonium has been lessened nearly half a mile. The expense of making the proposed changes is inconsiderable when compared with the improvements effected. Be the cost, however, what it may, the old road must be changed, to render the whole line as efficient and capacious as the public wants demand; and in this view of the subject, the improvements in the old road to Timonium, are deemed of scarcely less importance than the actual construction of any equal distance of the new road, thence to York. Some of the most necessary changes should be begun at once, to insure their completion in due time.

It is not intended to interfere with the old tracts, until the proposed alterations are made, when the new rails will